

Valveless Auto to Enter Racing Sport



W. H. Turner, who will pilot a valveless Amplex through the 500-mile International Sweepstakes race at the Indianapolis Motor Speedway, Memorial Day, May 30. Turner drove his big car at the rate of 85 miles an hour through the snow on the Speedway in January.

FRENCH DRIVERS HERE

CHEVROLET AND BASLE AT INDIANAPOLIS TO DRIVE RACE.

Buick Team Has Two Pilots Who Got Reputation Abroad Before Driving in America.

Arthur Chevrolet, the "Swiss Whirlwind," and Charley Basle, the famous French driver, will be the pilots of the Buick cars in the 500-mile International Sweepstakes Race to be held at the Indianapolis Motor Speedway next Memorial Day, according to the announcement of Wadsworth Warren, manager of the famous Michigan racing team. Both of these drivers are well known, having been engaged in many of the greatest events in the last few years. Arthur Chevrolet is the brother of Louis Chevrolet, who sprang into sudden prominence by winning the Cobe Trophy Race at Crown Point in 1909. At that time Arthur Chevrolet was a mechanic along with the Buick team. He had been in America since 1897, coming here first as an employee of the Winston Motor Car Co., but later engaged in the racing game, his first appearance being in 1905. He has been in many minor events as well as many of the great classics, starting as a runner-up to his brother Lewis and "Wild Bob" Burman, who was the other driver on the Buick team.

Charley Basle gained distinction in France before coming to America and last season performed at the wheel of a Pope-Hartford. This team of Franco-American drivers will be mounted on the Buick 100 cars, which proved so speedy in the big events of the 1910 season, one of them winning the place as first American car in the Grand Prix race at Savannah under the guidance of "Wild Bob" Burman.

Up to the present time there are thirty-five cars entered in this long event and the nomination of Basle and Chevrolet leaves but two or three cars without drivers. The Speedway management anticipates receiving at least four or five more entries, among them being a car which will be driven by Burman, who is the only great American pilot out of the list of drivers to compete.

Slide purses of \$8,300 have been offered in addition to the \$25,100 gold purse offered by the Speedway management for the winners of this race. These purses have been hung up by various accessory and supply makers and it is stated that several thousand dollars will be added before the event is started. The early advance sale of seats and reservations for this great race received from all parts of the country, indicate that the event has taken on national character, which the promoters intended it should when preliminary announcement was made. Almost every large car engaged in the racing game is entered and the following of each manufacturer at the race will be large. Automobile clubs have been making block reservations for their members and fully a dozen different cities are planning tours to the Indiana capital. The Speedway management has found it necessary to erect additional stands and a large force of men is engaged in remodeling the grounds so as to accommodate the vast throng which will be present.

McFARLAN CARS TO RACE

Indiana Autos Plan Big Season For 1911 Over Country.

Two new speed creations which will cut quite a figure in the 1911 automobile racing season, according to the plans of the makers, are the big and little "6" made by the McFarlan Motor Car Co., of Connersville, Indiana. These two cars, built exactly alike in all details except for size, will be campaigned over the racing circuit this year, the big "6" taking part in the events for the larger class and the little "6" in the class to which it is eligible. Both of them are entered in the 500-mile International Sweepstakes Race to be held over the Indianapolis Motor Speedway, next Memorial Day.

CASE OF TELEPHONE GRAFT

How Poor People Manage to Have Messages Sent Without Paying the Toll.

The telephone on the desk in the animals' shelter rang and a woman's voice said: "Say, miss, there is a half-starved cat up here on One Hundred and Fourth street. Can you send up and get her?"

The clerk took the number of the One Hundred and Fourth street house, then the voice at the wire went on: "Say, miss, would you mind calling up this other number for me? It is where my sister works, in the Bronx. Tell her to come down. Jimmy is sick, there ain't a bite in the house, and I haven't got a cent to bless myself with, let alone a nickel to telephone to her, but, honest, there is a cat in the basement, and it's half starved."

The clerk sighed. "Worked again," she said. "That happens with discouraging frequency lately. We have left a small sum of money at certain drug stores to pay for telephone calls in regard to stray animals. Usually the druggist telephones the message himself, but if he is too busy he hands out a nickel, and trusts the person who has found the animal to do the telephoning. Some poor souls who would like to send messages of their own that they cannot afford to pay off have learned where those drug stores are, and ring in their own messages free, begging us to transmit them to the persons they wish to reach. In really serious cases we haven't the heart to refuse. This sounds like a serious case, so I suppose I shall have to telephone up to the Bronx."—New York Press.

HOW PERFUME IS OBTAINED

Beef Fat Is Exposed to Fresh Flowers Until It Is Permeated With Their Odors.

By a process known as enfleurage, which is the exposure of beef fat to fresh flowers in glass boxes until it is thoroughly permeated and charged with their odors, the perfumes of various flowers are obtained which could not otherwise be so effectively preserved apart from the fresh petals. These flowers are violet, jasmine, tuberose, rose, orange flower and cassia (cinnamon flowers). From those six there are fifty or more combinations made for the simulation of the odors of other flowers. Sweet pea is made with orange flower and jasmine, hyacinth is counterfeited by jasmine and tuberose and the Lily of the valley by violet and tuberose.

The resources of the perfumer are, however, by no means confined to the pomades, as the scented fats are termed. He uses many essential oils, the principal of which are sandalwood, bergamot, lemon, rosemary, neroli (made from bitter orange flowers), patchouli and attar of roses. The latter, which is not now used so much as formerly, is very difficult to obtain in a pure state, because its great cost tempts to dishonest adulteration. Very often geranium oil is substituted for it. Musk is another important ingredient, entering, as it does, into almost all perfumes except those that actually are limitations of flower odors or, as styled by perfumers, "natural," as, for instance, the heliotrope, tuberose, white rose and violet.

The Doors of Old South. The restoration of the interior of the Old South meeting house is rapidly progressing. From many old quarters parts of the old furnishings have been collected and placed in their original positions. The pulpit of 1857 is there, with the mahogany wingless reading desk, but careful search and inquiry failed to locate the two mahogany doors which formed the entrance to the pulpit on each side. These doors were of peculiar curved shape and would be quite useless for any other purpose. This has given rise to the hope that they are still in existence and that with greater publicity of the need the one in whose possession they now are will be found.—Boston Transcript.

The Boy's Reason. An old man, upon seeing a small barefooted lad playing in the street of a western town one day, approached him and said: "Young man, why are you not attending school to-day?"

"Some day, when you grow up, you will regret all this wasted time." "Well, I'll tell you, mister," said the chap, with a long-drawn sigh, "me mudder's sick, me brother Jimmy broke his arm yesterday, and baby's cutting teeth, and me oldest sister's getting married, and, besides, there ain't any school to-day, it's teachers' convention day, and dat's the reason I ain't at school to-day."—National Monthly.

Meerschaum Getting Scarce.

The valuable material from which meerschaum pipes are made is continually getting scarcer and the large industry which has flourished in Vienna, Budapest, Nuremberg, Paris and in the Thuringian town of Ruhla seems endangered. The manufacture of meerschaum pipes is much more important than is generally supposed. The town of Ruhla alone has been exporting in round figures pipes to the value of about \$1,500,000 annually. The finest grade of meerschaum is found near Bad Liebenow, in Anhalt, Asia Minor, in hollow which in early days was a lake, in which the meerschaum was precipitated. Meerschaum is also found in other places, including Thebes, Egypt, the Bosnian Mountains in the neighborhood of Grubischitz, and Nuendorf in Moravia and in some sections of Spain and Portugal.

Chicago Car Will Try For Big Race



J. F. Gelnow, Fal car driver who is entered in the 500-mile International Sweepstakes race at the Indianapolis Motor Speedway, Decoration Day, May 30.

READY FOR THE BIG RACE

DARING DRIVERS AND FAST CARS AWAIT STARTER'S WORD AT SPEEDWAY.

More Than Forty Big Autos Will Compete For Golden Fortune at Indianapolis on Memorial Day.

Everything is in readiness for the greatest automobile race known in the history of the world—the 500-mile International Sweepstakes, to be run at the Indianapolis Motor Speedway, Memorial Day, May 30th. For the past few weeks every great American driver has been tuning his car and preparing it for the test which the long grind will make the most strenuous ever known. Almost every factory in the United States which participates in the automobile racing game has one or more representatives in this classic event. The list of drivers is a roster of the "Hall of Fame," with not one great driver who is on American soil missing. Winners of all the biggest events of the past three or four years are ready for the starter's gun, and if the weather is clear more than 100,000 people will witness this supreme contest.

More than forty cars have been named to start, all of them having more than forty horse-power, and a great many of them capable of traveling at the rate of two miles a minute. Piloted by men who have proved their fearlessness and ability, these monster speed creations will offer the visiting throng the greatest spectacle ever witnessed in the annals of motor racing.

The following cars have been named as entrants in this race: Case, Simplex, Inter-State, National, Pope-Hartford, Westcott, Stutz, Mercedes, Amplex, Fal, Knox, Buick, Benz, Alco, McFarlan, Jackson Cutting, Fiat, Firestone-Columbus, Marmon, Lozier, Apperson, Mercer. Picturing these cars will be the following drivers: Strang, DePalma, Baldwin, Aitken, Disbrow, Fox, Knight, Jagersburger, Larsonneur, Anderson, Wishart, Turner, Pearce, Gelnow, Belcher, A. Chevrolet, C. Basle, Hearne, Grant, Merz, Wilcox, Clemens, Adams, Ellis, Cobe, Towner, DeFaney, Bruce-Brown, Van Gorder, Frayer, Rickenbacher, Dawson, Harroun, Mulford, Tetzeloff, Lytle, Hughes, Bigelow, Beardsley and Bragg.

Every one of the cars entered has proved its ability to travel at the rate of seventy-five miles an hour. It is now believed that American speedway records for every long distance from ten miles to five hundred will fall in this time-annihilating fight. For several days tourists have been pouring into Indianapolis from all parts of the country, many of them having made cross country trips from the Atlantic and Pacific coasts. The capital of the Hoosier state is accommodating more visitors for this event than on any other occasion in its history.

The great two and one-half mile brick course is in perfect condition. The stands and seating capacity have been increased and every preparation made to facilitate the handling of the monster crowd which will be in attendance. In addition to the attractiveness of the event, the start of the 1911 Grand Circuit season from Indianapolis has proved an additional drawing card and all of the famous motoring enthusiasts have gathered to witness the send-off. Never before has one event attracted the attention that this long classic has centered on the Middle West and Indiana.

This great race will start at ten o'clock in the morning and the Speedway gates will be thrown open to the public at 6:30. Long before this time, it is believed, the crowds will be assembled at the gates ready for admission as soon as they are opened and every arrangement has been made to facilitate the handling of the vast throng as fast as it appears.

The 500-mile race will last probably about seven hours, and a new world's champion will be proclaimed by five o'clock on Memorial Day. Prizes of \$25,000 in gold are to be awarded to the winners of the first ten places in this event and accessory and supply makers have hung up \$25,000 in added purses.

GRANT USES HIS HEAD

VANDERBILT CUP WINNER HAS OWN METHOD FOR RACE DRIVING.

Enters Alco Car for 500-Mile Race at Indianapolis and Trusts Same Machine Again.

How did Harry Grant manage to win the great Vanderbilt Cup classic twice in succession?

This question often asked has been answered by the famous pilot himself, and the answer is merely an explanation of how he drives every motor contest in which he engages. Grant has entered his reliable Alco, "Old No. 18," the same with which he has won both Vanderbilt Cup events, in the 500-mile International Sweepstakes race at the Indianapolis Motor Speedway, next Memorial Day, May 30.

Thirty cars have been entered in the \$25,000 race and many of them are special racing cars built specially for the event.

Against these will be the Alco car which Grant hurled round the Vanderbilt course. He has the greatest faith in his ability to win the big race with "Old No. 18." Grant is regarded by many motoring experts as the greatest American driver. His methods are very different from the more brilliant and spectacular drivers. He seldom shows any desire early in the race to force to the front or to set pace. His method is more conservative. Some one said "Grant doesn't run a race; he thinks it." Grant plans out the degree of speed necessary to win, then drives according to that schedule.

In the second Vanderbilt last October, Grant did not seem a factor in the race until the last 50 miles. But he won. He has the faith in his car which he knew would respond to the limit of the mechanism's ability, when he called on it to respond, and faith in his judgment to know the right minute to make that demand.

There has been considerable talk among men interested in automobile racing as to what this race would have to be ridden in to win. George Robertson, the famous driver who has now permanently left the track, is of the opinion that the race will be won in at least an average of 75 miles an hour. The Vanderbilt race last October was per hour in an average of 65.2 miles per hour and the winning Alco was well within its power at that time. It is somewhat a question of guess, but this will not absolutely govern the winning of the race. The car which has the ability to withstand the constant torsional strain in combination with the driver will win the Indianapolis race. Grant expects to do a great deal of preliminary training with the car not only on the track but on tracks.

Salt Eaters.

Idiosyncrasy often takes the form of a special craving for, instead of an objection to, certain foods. Many people possess an extraordinary relish for common salt, and will eat it by the teaspoonful when opportunity admits. This sometimes leads to obesity and dropsy, but it has also the peculiar effect of increasing the weight. One young lady who devoured immense quantities of salt on every possible occasion, and emptied all the salt-cellars on the table at each meal, would increase as much as 10-lb. in weight in twenty-four hours, and was frequently unable to wear a dress which was quite loose for her on the previous day.

Oldest Civic Regalia.

The crystal mace of the Lord Mayor of London dates from Saxon times, as the workmanship of its crystal and gold shaft with jeweled head declares. From the time before the Normans this mace, which is barely eighteen inches long, has symbolized sovereignty over the city, when the Lord Mayor was still known as the portreeve, and London was an independent state. It is the oldest piece of civic regalia in the world, and it is seen only at the induction of the Lord Mayor on November 8 and at the coronation of the sovereign.

Six Carloads of Chickens.

Thirty thousand chickens passed through western cities recently from Nebraska to San Francisco. The fowls were sidetracked at various points and were viewed by many people. The shipment was made by J. G. Gaechlin, who owns a number of poultry houses in different parts of Nebraska. It consisted of six carloads, every car carrying approximately five thousand fowls.

Each car had a keeper, who gave the birds constant attention and saw that they were properly fed and watered. The trip is usually made in eight days, but in this instance it took fifteen days on account of snow.

For Pantry Shelves.

The shelves in the pantry often mean a great deal of scrubbing. This need not be so if the shelves are covered with white oilcloth, such as is used for tables. Cut the oilcloth in long strips about three inches wider than the shelves. Make flour paste, and with it stick the oilcloth on the shelves, covering the front edge and pasting it underneath, and letting the oilcloth come up about an inch against the wall at the back. Shelves covered with oilcloth will keep tidy for years, and only need wiping over with a cloth and warm water to clean them.

Mile Track Hero Enters Long Contest



Ralph De Palma, Simplex driver, mile track champion of the 1910 auto racing season. De Palma will drive a Simplex "50" in the 500-Mile International Sweepstakes race at the Indianapolis Motor Speedway, Decoration Day, May 30.

DE PALMA AFTER GOLD

FAMOUS ITALIAN AUTO DRIVER TO RACE AT SPEEDWAY.

Will Drive Big Simplex Car in 500-Mile Race at Indianapolis Next Memorial Day.

Ralph De Palma, champion mile-track driver of the automobile racing season of 1910, will drive a Simplex car during the 1911 program of big events, according to the announcement by the Simplex Automobile Company. De Palma has been nominated to drive a special fifty-horsepower Simplex in the 500-mile International Sweepstakes Race at the Indianapolis Motor Speedway, on Memorial Day. This will be the first big event in which the famous Italian will participate since his recent winnings at the Los Angeles autodrome, when he was one of the star performers on the big board saucer track.

The Simplex car which De Palma will drive was one of the first to be entered in the long classic but the steel wheel has been left riderless until the nomination of De Palma came to complete the entry. De Palma is preparing his car for the coming season and will bring it to Indianapolis to tune it over the brick track at once.

De Palma's nomination as a pilot in the long grind narrows the list of those great masters of the motor who are still out of the event down to one —Burman. Assurances have been received by the Speedway management that he will be in the field of starters. Burman has been doing some great work on the beach in Florida and comes north soon to prepare a car for the Sweepstakes.

It is believed highly probable that ten more entries will be added to the list of thirty-eight, and all preparations are being made for the starting of forty cars in the long race. While the foreigners are wrapped up in their own big races across the water this year, indications are that some of them will be among the starters in the Sweepstakes.

From the standpoint of the entrants the race conditions are becoming more and more interesting and alluring daily. Side offers are being made by the various accessory and supply makers, and the side money thus far hung up totals \$5,300. This is in addition to the purse of \$25,000 offered by the Speedway.

The Wheeler & Schebler Co., of Indianapolis, lead the side offer list in size with the "Schebler Carburetor Purse" of \$2,500 for the winner of the great classic if the car's equipment includes the Schebler carburetor. The donors of the famous Wheeler & Schebler trophy have placed in the hands of the Speedway management a check for the amount, payable to "The World's Champion Automobile Driver." They state they believe the winner of this event entitled to that name.

The "Rayfield Carburetor Prizes" of \$3,000 are made payable to the winners of the first four places by the Findeisen & Kropf Manufacturing Co., of Chicago, makers of the Rayfield carburetor. This purse is divided as follows: First, \$2,000, second \$500, third \$300 and fourth \$200, with the provision that the cars are Rayfield equipped. The other side offers are \$1,000 by the Columbia Lubricants Co., in the "Monogram Oil Purse," \$1,000 by the Remy Electric Co., in the "Remy Magneto Purse," and \$800 by the Bosch Magneto Co.

It is now thought that the total of the prizes to be won in the event will be about \$50,000, and several accessory makers have said they will come in later with other offers. This makes the fortune at stake the greatest by far ever offered in any one automobile race.

MILITIA GUARDS THE SPEEDWAY.

Patrons at the Indianapolis Motor Speedway during the race meetings are guarded by a company of militia which is maintained by the management of the race course. The soldiers keep the spectators from rushing on to the track in front of the speeding race cars.

SOLID BASIS FOR MAKERS

Auto Manufacturer Predicts Better Stability in Future for Trade.

"The future promises a very satisfactory and prosaic stability in the automobile business," declares Geo. M. Dickson, general manager of the National Motor Vehicle Company, one of the oldest motor car manufacturing concerns in the country. "From now on brains, integrity and experience will count to the same degree that it does in the pianola, sealskin coat or any other business which caters to those persons whose incomes enable them to purchase articles costing several hundred dollars and upward."

"The mushroom period of the motor car game, with the great experimental stage, is now passing and another few months will witness the general introduction of legitimate and unsensational methods which have characterized the efforts of the best known motor makers from the beginning. The change which is now being consummated will see a general betterment of conditions from both the viewpoint of the maker and the dealer."

"There has been a glamour about the automobile 'game' which is disappearing with the establishment of the automobile 'industry.' In a few years the man working with the motor car will be no more a person to be envied than the man selling beans or shoes. It is true that millions have been made in the automobile business by a few persons who started with almost nothing. On the other hand, millions have been lost by people who started with large sums."

"One big improvement in the business will be the protection of the parts and accessory maker. During the past few months these concerns have suffered through the failure of numerous manufacturing plants promoted by men who would have failed in most any business."

"The parts maker will also doubtless suffer a good deal by the large manufacturing plants making practically all of their own parts. The credit of surviving firms will be established and the public in general will profit as much by the improvement as the people in the trade."

The National Company has three big cars entered in the \$25,000 500-mile International Sweepstakes race at the Indianapolis Motor Speedway next Memorial Day.

MACHINE MAKES NOODLES

Complete Little Manufacturing Plant in Italy That Will Cut the Goods "To Order."

A noodle machine is a complete little manufacturing plant in itself, and will turn out in a short time noodles enough to supply the town. It can be operated by hand or by mechanical power. It requires only about one-eighth of a horsepower to run the larger-sized machines.

The machine can be adjusted in a second so as to cut the noodles different sizes, from the width of a thread up to half an inch. Although a small machine, it is mighty in the work it performs. It may be placed where customers can see it, and the noodles "cut to order."

Contrary to general supposition, noodles are also used for dishes other than soup. Noodle soup in itself, however, is a dish relished by nearly everybody regardless of nationality. The noodles must, of course, first be boiled by the housewife, after which they may be served in various ways.

The Germans often serve noodles with German prunes. Noodles may also be served with milk seasoned to suit the taste with salt and butter. They may be served with chili. The Italians take the cooked noodles, add seasoned tomatoes and bake for half an hour. Noodles make an excellent dessert by pouring melted butter over them and adding chopped nuts or fruit.—Baker's Weekly.

Attribute of Success.

An American must not die; he must direct his energies toward success; success means making one's way in life; nine times out of ten, for ninety-nine men out of a hundred, that means the business world. To seize the business opportunity; to develop that opportunity through the business virtues of attention to detail, industry, economy, persistence and enthusiasm—these represent the plain and manifest duty of every citizen who intends to "be somebody."—Stewart Edwards White.

Making Headway.

A reporter was sent around to make some inquiries concerning a new play that David Belasco was engaged in writing. "Yes," said David, "I am writing a play. What do you want to know about it?" "Anything you can tell me will be interesting," was the reply. "Well," was Belasco's response, "it is to have four acts and three intermissions—and I've just finished the intermissions."—Success Magazine.

Even More Tiresome.

"Is there anybody quite as irritating," said a doctor, "as my partner, who invariably comes round after something happens and says, 'I told you so?'"

"Yes," replied his friend. "An uncle of mine is quite as tiresome. He never says 'I told you so' in so few words, but always remarks, in a tone of mournful triumph, 'And yet I was wholly unable to make any of you perceive, although it was perfectly clear to my mind, that such would be the inevitable result.'"

A MODERN FAIRY.

It Comes From the West to Instruct People in the East.

Once upon a time a Lively Bass migrated from the Clear Water of the River in which he was Born and Raised and found a Home in a Muddy Pool where Catfish were his only Neighbors.

He was greatly Disgusted with his new Surroundings. He gave his Neighbors, therefore, Daily Lectures on their Filthy Habits, and announced his Determination to clear up the Muddy Pool. So long as he confined himself to lectures they endured him with patient Resignation.

But later on he procured a Supply of Reform Alum, and began to Distribute it through the Muddy Water in order to clarify it. Thereupon an old Catfish with long Horns waited upon him, and said to him in a Firm, Determined Tone of Voice:

"Young Man, you are getting altogether too Fresh. My friends and my family and myself have resided in this muddy pool since the days of the Sea Serpent, and have enjoyed the best of health, become Fat and Contented, and Lived to a Green Old Age. If it isn't a healthy place for you I guess you would better Move out to another Summer Resort. But if you Distribute any more of that Infernal Alum around this Hole You'll be a Dead Fish, and my family will have you fried Crisp and Brown for our breakfast in the Morning."

Moral: Those who try their level best to reform the world are seldom appreciated by the ones for whose benefit they undertake the reform.

Not a Millionaire.



Mr. Monk—It's a duty you owe to your family, sir, to have your life insured.

Thomas Cat—I would if I knew which one of them to insure. I can't afford to insure the whole nine.

Nothing Doing.

An author who makes a specialty of stories of "our great middle West," with a heart-throb in each, tells of an odd character he met in that region. This odd chap, who afterwards served the author as the main figure of a book that was largely successful, lived alone in a cabin. Woman's care being, of course, unknown, the cabin presented the spectacle of the triumphant reign of dirt and disorder.

Somewhat the two chanced to talk of cooking and cooking utensils. "I had one o them cook-books wunst," observed the old fellow, "but I couldn't do nawthin' with it."

"What was the trouble?" asked the author.

"Why, everything in the book began with, 'First take a clean dish.'"

—Harper's Weekly.

An "Exclamatory" Ailment.

A colored man in the employ of Representative James D. Richardson of Tennessee was detailing to a friend the particulars of a relative's illness, when according to the Congressman, the following dialogue ensued between the two dummies:

"Yes, sirree!" exclaimed the negro first referred to, "Mose is sure a sick man. He's got exclamatory rheumatism."

"You mean inflammatory rheumatism," explained the better informed colored man; "de word 'exclamatory' means to yell."

"Yes, sir, I knows it does," quickly responded the other, in a tone of decided conviction, "end dat's jest what de trouble is—de man jest yells all de time."—Success.

It Was Not His Fault.

District Attorney W. T. Jerome is said to have told an amusing little story of a certain minor "boss" who carries in the pocket of his broad-checked vest the votes of an east side ward. As the winter drew on this boss was approached by one of his retainers with a tale of hard luck and a request for help.

"Help you? Why, didn't I get them to promise you a job with the snow-shovelling gang?" the boss demanded.

"Sure," the voter replied; "but it hasn't snowed this winter."

"Well," the boss exclaimed, petulantly, "I can't help that! Do you think I'm running the Weather Bureau.—Success.

The Minister and the Gamekeeper.

A Scottish parish minister met the laird's gamekeeper one day and said to him, "I say, Davidson, why is it I never see you in church?" "Well, sir," replied Davidson, "I don't want to hurt the attendance." "Hurt the attendance! What do you mean?" asked the minister in surprise. "Well, sir, you see," replied the gamekeeper, "there are about a dozen men in the parish that go to church when I'm not there, and would go poaching if I went to church."—Glasgow Herald.

Well Defined.

A servant at a well-known gentleman's house much astonished the family minister, who had called to make inquiries on the occasion of the birth of a child.

"Is it a boy?"

"No, sir."

"Oh! a girl?"

"No, sir."

The inquirer gasped, and the servant continued with dignity: "Madam has given birth to an heir."—Sketch.